


PC-C2

Sandra Cabello

PC-C3

PC-C4



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Joe J. Caldenon
 Organization: _____
 Address (Optional): Santa Ana
 Phone Number: 714/554-0730 Email address: _____

Comments: I'm for widening the Freeways.

(Space for comments continued on reverse)



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Name (First and Last): Lynne Callahan
 Organization: _____
 Address (Optional): 10484 Parakeet Cir Fountain Valley
 Phone Number: 714-805-4296 Email address: 92708

Comments: We would like to have more Bridges and more lanes

(Space for comments continued on reverse)

PC-C5



I-405 Improvement Project

Public Hearing

Comment Sheet

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Name (First and Last): <u>Colleen D. Campbell</u>	
Organization:	
Address (Optional):	
Phone Number:	Email address:

Comments: I drive on the fwy and I think
is the good project : reduce traffic and
accidents

(Space for comments continued on reverse)

PC-C6

From: Margie Cammack [jcammack@ca.rr.com]
Sent: Monday, June 18, 2012 9:21 PM
To: Parsons, 405.dedcomments
Cc: Jim Cammack
Subject: No Build Alternative

Our family has lived in southern Cypress since 1973. We are for the "No Build Alternative". What we need is some form of mass transit, not another freeway lane. Our daughter is going to graduate school in Atlanta. Every time we visit, we wonder why southern California can't have something like the Marta system.

Jim and Marge Cammack
11642 Luzon Street
Cypress, CA

} 1

PC-C7

From: Colleen Campbell [cece37campbell@socal.rr.com]
Sent: Sunday, July 01, 2012 2:52 PM
To: Parsons, 405.dedcomments
Subject: 405 Widening

Ladies and Gentlemen: As a citizen of Westminster, I totally oppose your proposal to make a toll lane in the widening plans, especially from Fountain Valley, Westminster, Garden Grove, Seal Beach, through to the connector to the 605.

What that stretch of freeway *really* needs most of all are more full public access lanes, not a toll lane, or another lane serving cars with 3 or more people in them. Please just add more full-access lanes.

Thank you, Colleen Campbell, Westminster

} 1

PC-C8

From: Colleen Campbell [cece37campbell@socal.rr.com]
Sent: Sunday, July 01, 2012 3:01 PM
To: Nguyen, Janet
Subject: 405 Freeway Widening

Dear Supervisor Nguyen:

As a citizen of Westminster, I totally oppose the proposal to make a toll lane in the widening plans, especially from Fountain Valley, Westminster, Garden Grove, Seal Beach, through to the connector to the 605.

What that stretch of freeway *really* needs most of all are more full public access lanes, not a toll lane, or another lane serving cars with 3 or more people in them. Please just add more full-access lanes.

Please express the concerns and total opposition to the OCTA proposal of me, my family, friends and neighbors in this area of O.C.

Thank you, Colleen Campbell, Westminster

} 1

PC-C9

4433 Ironwood Avenue
 Seal Beach, CA 90740
 July 12, 2012

Ms. Smita Deshpande, Branch Chief
 CalTrans District 12
 2201 Dupont Drive, Suite 200
 Irvine, CA 92612

Attn: 405 DEIR/DEIS Comment Period

Dear Ms. Deshpande:

Having reviewed the above mentioned DEIR/DEIS, I would like to present my comments.

The document itself is not adequate. It virtually ignores the environmental impacts to the community of College Park East (CPE), Seal Beach, which is a community of over 1700 homes on over 300 acres that runs along the northern border of the 405 Freeway, from the 22 Freeway to Seal Beach Boulevard. Matter of fact, there are only three references to our community in the entire document, and those were in passing: nothing of substance. *Why were the environmental impacts to CPE not discussed or even mentioned?* For this reasons alone, this document should be deemed inadequate and should go back to study and evaluate the environmental impacts of this project to us.

} 1

Almond Avenue

Sound wall:

My first concern is with the Almond Avenue sound wall. This sound wall runs right along the 405 Freeway, the entire length of our community. Alternative one would not require relocating this sound wall. Alternatives two and three would relocate this sound wall approximately eight to ten feet to the north (with a four foot planter [for utilities] and curb, that becomes twelve to fourteen feet), closer to our community, cutting the existing roadway in half and leaving us with a substandard street. Almond Avenue is a main arterial street for our community. To cut this street in half is totally not acceptable. *Why was this not discussed in the DEIR/DEIS?* There are questions regarding security for the homeowners: prior to the wall going up many years ago, there was a significant problem with robberies and break-ins. *What security measures will be offered to the homeowners if the wall has to be re-built?*

} 2

No parking:

Given that sixteen cul-de-sacs are accessed *only* by this street, it makes it extremely difficult for the residents of those cul-de-sacs, especially on street sweeping day when street parking is not allowed in the cul-de-sacs. Parking in driveways is often not possible due to the extremely short driveways that cannot accommodate two cars parked side-by-side. These residents have been

} 3

PC-C9 Continued

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July 12, 2012

parking on Almond Avenue for all residual parking, especially when it is street-sweeping day. Cutting the width of the street in half would not allow for any parking at all, making it totally

unacceptable for those residents. Alternating street-sweeping days does not help, as street parking along Almond Avenue would still be prohibited. *What do these residents do?* This also creates a safety hazard for bicyclists and pedestrians.

Property Values:

Then there is the impact on property values -- many residents will overnight lose \$100,000 in value if the street width is cut in half. Already a rippling effect of this project is being felt, as the closer you go to the freeway, the longer the homes-for-sale are on the market. In this document, it states that homes closer to the freeway will have increased property values. Not here! *Why wasn't any of this discussed or even mentioned?*

Gas Lines:

In addition, I am concerned about the possibility of relocating two separate gas lines (14" and 16") from the south side of the 405 freeway to the north side through College Park East. The EIR does not state this, but we have been told it is a strong possibility. It is my understanding that relocation of these gas lines may be exempt from environmental review. *Why was this not in the EIR? What kind of construction would be required to relocate these lines? Would they run along Almond Avenue or on the freeway side of the wall? If Almond Avenue, how much of Almond Avenue would be torn up? For how long? How would this construction be staged? How do the residents access their homes?* None of that is mentioned in the DEIR/DEIS.

In addition, there is a 36" or 48" gas line on the north side of Lampson Avenue (it is the main line from San Diego to Santa Barbara). Lampson Avenue is a major arterial street that runs the complete north perimeter of CPE. Where Lampson turns to the south-east, at the end of our tract, Lampson runs right along the side of the 405 freeway. *What is the impact of having three such lines running approximately 75 feet from each other? What would be the impact to the larger line during construction activities of relocating the smaller lines?* During some recent construction activity where a driveway was relocated on the north side of Lampson, gas company employees were present to observe the excavation to be ensure the integrity of the gas line. At the time, city employees were told that an incident on that line, because of its size, would take out or level a square mile. This is highly significant! And, it needs to be discussed! *Why was it not discussed?*

SCE utilities:

Currently, SCE has an easement for their utilities on the south side of Almond Avenue within the landscaping planter area. It is my understanding that if the wall is moved, that these may end up on the north side of Almond Avenue. All utilities are undergrounded in CPE. *Would these also be undergrounded? They should be. What kind of construction would be required to relocate/underground these overhead electrical lines? How long would it take to do this? How would this construction be staged? How do the residents access their homes?* Again, none of that is mentioned in the DEIR/DEIS.

PC-C9 Continued

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Project ends at the county line:

By ending this project at the county line, a huge bottleneck will be created as vehicles try to merge down two lanes to continue north up the 405. Not enough traffic goes up the 605 freeway to relieve this bottleneck. This giant "parking lot" will create noise and air pollution from all those idling engines, that due to prevailing on-shore winds, will push all this pollution over into CPE creating health hazards for our residents. *Why was this not discussed?* In addition, this bottleneck will cause vehicles to stack up west on the 22 and south on the 405 freeways, not solving or helping ANYTHING!

Seal Beach Boulevard northbound on-ramp:

Accessing the 405 freeway northbound at Seal Beach Boulevard is not for the faint of heart -- never has been and now it will get worse. The first two lanes immediately exit at Seventh Street, and the next two lanes start the 605 freeway. If you do not get over quickly, you will find yourself NOT going up the 405 freeway. Besides having to merge four lanes to the left to get on the freeway, you have to contend with vehicles merging to the right to exit at either Seventh Street or the 605. This "mixing-bowl" type of situation is not good and is particularly severe at the Seal Beach Boulevard on-ramp. (Personally, I have found the best way to access the 405 northbound, is to go north on Seal Beach Boulevard, then west on Katella to pick up the 605 south to the 405 north. A bit out of the way, but by far the safest way to miss the literal mess that exists between Seal Beach Boulevard and the county line.) *Why was none of this ever discussed? Are any remedies available to alleviate this problem?*

Excess street traffic:

Lampson Avenue is already a by-pass for the 405. The traffic on this street will only increase as vehicles try to bypass the mess between Valley View Street and the county line. The traffic will only increase on Seal Beach Boulevard also. The EIR states that a widened 405 will relieve traffic on side streets. Not at this end of the project. *Why was this not discussed? What kind of mitigation is available for this situation?*

Toll Lanes:

Freeways should be FREE!

It seems to me that the politicians have found another way to pick our pockets! Toll lanes will only serve the people who can afford to use them and require car pools to be at least three people per vehicle which will cause more use of the general purpose lanes. This alone defeats the whole purpose of this "improvement project." This congestion management creates different classes of drivers: those who can afford them and those who can't. It will particularly hit those on fixed incomes, especially the senior citizens of Seal Beach, Orange and LA Counties.

Toll Rates:

The toll rates will be changing all the time, even hourly, depending on the amount of use, as a way to control congestion (less use, decrease the rates; to crowded, increase the rates). It seems these rates will rely on and perpetuate congestion, as the rates will be set so that the toll lanes will flow freely. This in turn creates more congestion in the general purpose lanes. *Is this an*

PC-C9 Continued

PC-C10

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July 12, 2012

improvement? The financial reports on the 73 freeway are not good -- because the projected traffic did not materialize, fewer tolls are being collected than planned for, and they are having problems making their bond payments. *Just how pie-in-the-sky are the income projections for this project? And if it doesn't materialize, what then?*

12
cont.Business districts:

The points of entry and exit for these toll lanes will completely bypass the business districts of many corridor cities, thereby cutting in the revenue of the local businesses and the sales tax revenue for the cities. It will bypass Seal Beach. *Has the financial impact on corridor businesses and cities been determined?*

13

Suggestions:End the project at Valley View Street

If this project were to end at Valley View Street instead of the county line, a greater distance for merging would make it so much easier. With Alternatives 2 or 3, merging down two lanes at the county line creates one big mess. If one lane is taken away at Valley View, then merging down one lane at the county line would not be so treacherous.

Center line movement:

If the center line were re-aligned, the Almond Avenue sound wall would not have to be relocated. There's a significant cost savings there.

14

Shoulders:

If a four foot inside shoulder on the south side of the freeway is acceptable, *why not on the north side of the freeway?* The sound wall would then not need to be relocated.

Freeway surface:

The use of rubberized asphalt on the 405 between Valley View Street and the LA County line would minimize noise. This is significant for the residents in CPE.

15






As stated at the beginning of this letter, I believe this document to be inadequate and should be re-done to evaluate all the impacts to College Park East, as they are very significant. I have also listed what I consider to be the deficiencies in this report and ask for a response to them. **Bottom line: this project will still not solve or even ameliorate our massive traffic problems and the projected tolls will not come to pass. What then????**

Sincerely,

Patricia E. Campbell

Patricia E. Campbell
College Park East Neighborhood Assoc.
Former Mayor, Councilmember
City of Seal Beach

hs

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Name (First and Last): <u>LUTHER CANDLER</u> Organization: <u>Labors Local 652</u> Address (Optional): _____ Phone Number: <u>213 216 2333</u> Email address: <u>lhcandler@yahoo.com</u>	
Comments: <u>I 405 IMPROVEMENT PROJECT IS A LONG OVERDUE UPGRADE NEEDED TO RELIEVE TRAFFIC CONGESTION, AND WILL SHORTEN DRIVE TIMES EXTENDED BY THE TRAFFIC CONGESTION. I HAVE EXPERIENCED THE TRAFFIC CONGESTION MANY DAYS ON MY DAILY COMMUTE TO AND FROM WORK. I WELCOME THE I-405 IMPROVEMENT PROJECT. A HAPPIER FREEWAY DRIVE MEANS LESS STRESS!!!</u>	
(Space for comments continued on reverse)	
<div style="display: flex; justify-content: space-around; align-items: center;">     </div>	

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FINAL ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

PC-C11

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition, *Your Plans constitute a violation of my Constitutional Rights & the quiet enjoyment of my Real Property. Strongly oppose.*
AB

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

LINDA CANELLI
(Name)

3230 & 3233 Michigan Ave CMCA
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-C12

From: Brian Cannizzaro [BrianCannizzaro@primarycolor.com]
Sent: Monday, June 25, 2012 5:28 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion concern

To Whom It May Concern,

I am writing to express my opposition to the proposed expansion of the 405 freeway through Seal Beach. I am adamantly opposed to any construction that would require the relocation of the sound wall that runs through College Park East.

My main concern is about how dangerous the air quality would become and the noise pollution caused by demolition and reconstruction of the wall. Not only would we suffer from increased air pollution and noise pollution during construction, we would also have permanent issues from both issues after the construction since the freeway would be closer to our home. I have 2 children who play outside and ride their bikes often, and they would be exposed to this poor air quality.

Also, moving this sound wall closer to our homes would significantly lower our home values. Encroaching upon our neighborhood would also be dangerous to the countless walkers, runners and bike riders that use Almond Avenue daily as an exercise route. Movement of the sound wall would eliminate parking and reduce the width of the street, making it dangerous for pedestrians and cyclists to share the road with cars.

Encroaching on College Park East along Almond Avenue would be extremely damaging to our residents' economic status, health, safety and quality of life. Please do not allow any construction that would require the relocation of the Almond Avenue sound wall.

Sincerely,
Brian Cannizzaro
3541 Primrose Circle
Seal Beach, CA 90748

—
Brian Cannizzaro | Account Manager | PRIMARY COLOR ORANGE COUNTY
<http://www.primarycolor.com> | T 949 660 7080

PC-C13

From: Brian and Mimi [brianandmimi@verizon.net]
Sent: Thursday, June 21, 2012 1:49 PM
To: Parsons, 405.dedcomments
Subject: 405 Improvement Project

To Whom It May Concern,

I am writing to express my opposition to the proposed expansion of the 405 freeway through Seal Beach. I am adamantly opposed to any construction that would require the relocation of the sound wall that runs through College Park East. } 1

Moving this sound wall closer to our homes would significantly lower our home values. Encroaching upon our neighborhood would also be dangerous to the countless walkers, runners and bike riders that use Almond Avenue daily as an exercise route. Movement of the sound wall would eliminate parking and reduce the width of the street, making it dangerous for pedestrians and cyclists to share the road with cars. } 2

I also have concerns about dangerous air quality and noise pollution caused by demolition and reconstruction of the wall. Not only would we suffer from increased air pollution and noise pollution during construction, we would also have permanent issues from traffic that would be closer to our home. } 3

Encroaching on College Park East along Almond Avenue would be extremely damaging to our residents' economic status, health, safety and quality of life. Please do not allow any construction that would require the relocation of the Almond Avenue sound wall.

Sincerely,
Marianne Cannizzaro
3541 Primrose Circle
Seal beach, CA 90740

PC-C14



I-405 Improvement Project Public Hearing

Comment Sheet

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Name (First and Last): <i>Parsons</i>	
Organization:	
Address (Optional):	
Phone Number:	Email address:


Comments: *Great way to improve traffic*

(Space for comments continued on reverse)



PC-C15

PC-C15 Translation



I-405 Improvement Project

Public Hearing

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Name (First and Last): <u>JOSE N. CARDENAS</u>	
Organization: <u>LABOR LOCAL 602</u>	
Address (Optional): <u>2057 S. SYCAMORE SANTA ANA</u>	
Phone Number: <u>714) 292-9015</u>	Email address:

Comments: LA AUTOPISTA 405 DELA 73 A LA 605
605 ESTA MAS TRANSITADA DEL PAIS
EL TRAFICO ESTA AUMENTANDO Y SOLO
EMPEORANDO

(Space for comments continued on reverse)


Comment:

The segment of the 405 Freeway from the 73 to the 605 Freeway is the most congested one in the country and the traffic is increasing and only worsening.

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PC-C16

PC-C17

 **I-405 Improvement Project**
Public Hearing
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Name (First and Last): Luis Cardenas
Organization: Local 652 Laborers
Address(Optional): 2057 S. Sycamore
Phone Number: (714) 341-5225 Email address: _____

Comments: I Think it should be wider so that people can get through traffic faster, and get to work on time. It will also avoid less traffic accidents, and provide more steady work for construction laborers.

(Space for comments continued on reverse)

From: diana carey [DLCAREY2@VERIZON.NET]
Sent: Monday, June 18, 2012 8:38 PM
To: Parsons, 405.dedcomments
Subject: I-405 Alternatives

Dear Parsons;

I am not in favor of Alternative 3 under any circumstances. Bypassing most of our business districts is unacceptable and will have an adverse impact on sales tax revenues. } 1

Alternative 2 is the best option given the need to reconstruct all 17 bridges. I do not feel a 30 minute travel time, in 2040, for all lanes during peak time is unreasonable, and it is certainly more democratic. } 2


Finally, all necessary steps must be taken to mitigate sound and maintain the air quality in all neighborhoods and businesses next to the freeway. } 3

Thank you for designing the options within the right-of-way, and for working with us to mitigate construction issues.

Diana Carey

PC-C18

PC-C19



I-405 Improvement Project

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Name (First and Last): <u>Panilla Carlos</u>	
Organization: <u>Cement Mason</u>	
Address (Optional): <u>515 Porter St Santa Ana CA 92701</u>	
Phone Number: <u>714 317 9915</u>	Email address: <u>PanillaC@Yahoo.com</u>

Comments: Likes to see the Roads widened.
Yes to tolls.

(Space for comments continued on reverse)

-----Original Message-----

From: Jim Carr [mailto:jim_carr@ca.rr.com]

Sent: Monday, June 04, 2012 8:31 PM

To: Christina Byrne

Subject: Freeway Speed Limit Signs

Christina:

If you are not the correct person for this suggestion, please redirect to the proper channel. Thanks.

I have been noticing lately that I seldom see speed limit signs on freeways. I believe parts of the problem are freeway widths, large vehicles and low lighting at night.

Perhaps it would be helpful, especially when doing widening projects, to consider installing some signs at the center median. These could be mounted on lamp posts or over crossings to supplement those on the right shoulder.

This would be especially useful in areas where speed limit changes from 65 for whatever reason including construction. I have seen patches in L.A. county where the limit changes every few miles but this can only be seen if you are in the right-hand lanes.


Of course, much of the time there is so much traffic that 65 or 55 or even 25 seems impossible.

Thanks

--Jim Carr
Costa Mesa

PC-C20

PC-C21



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Name (First and Last): MANUEL JOHN CARRILLO JR
 Organization: _____
 Address (Optional): _____
 Phone Number: 562-458-9978 Email address: johnobeygod@yahoo.com

Comments: BETTER ROADS FOR SAFER DRIVING AND
FASTER COMMUTING.

(Space for comments continued on reverse)

From: Gary Carson [garyc44@gmail.com]
Sent: Tuesday, June 19, 2012 5:08 PM
To: Parsons, 405.dedcomments
Cc: letters@ocregister.com
Subject: 405 construction sounds / anti-pollution walls

I have been a resident of Westminster since 1968 and thus lived here when the first set of walls were built along the 405 freeway. These walls were an extremely old design and are not really sound / anti-pollution walls. The walls that were built in conjunction with the 22 freeway project are truly sound / anti-pollution wall in today's standards. I am requesting that, as part of the 405 project, the old walls be replaced with new walls comparable to the 22 freeway walls.

You owe it to the residents / tax payers that live near the 405 to replace the existing walls with walls that meet today's standards for noise, air pollution, and visual / height.

Yours truly,

Gary Carson
 15281 Vermont St.
 Westminster

PC-C22

PC-C22 Continued

July 1, 2012

To: Supervisor John Moorlach

From: The Carson Family

Re: 405 Freeway Project

Dear Supervisor John Moorlach,

I have never written or e-mailed a letter to a government agency, so I am hoping that my letter will be read and my concerns will be taken seriously.

Our family has lived in our home since 1972 and nothing like what is taking place, right now, has been a threat to our lives. That threat is to our health, safety and makes us prisoners in our own homes. The reason I say prisoners in our own home is due to:

- 1) The freeway being moved closer to homes will have an adverse affect on our lives. The increased NOISE LEVEL and increased AIR POLLUTION does not allow us to live healthy lives. The noise level now does not allow us to sleep with our windows open nor visit with family and friends in the backyard without yelling! The pollution will increase breathing problems, asthma attacks, lung disease and general health problems, be it physical or mental.
- 2) Moving the Almond Sound Wall presents a serious safety issue. If our area is fortunate there will only be enough room for one car to travel in or out on Almond. The inability to exit via Almond in case of an emergency evacuation is of grave concern. MY question to you is how would my family and others get out if a major event took place? We would die. Look at Banyan Ave. We are locked in and with a skinny strip exit we would be prisoners in our own homes. Check the history on the flood in the 1980's when this area was flooded. Children could not be bussed back home. My husband had to fight his way to pick me up from work in order to pick up our children and still we could not enter CPE due to the roads being blocked. I am appalled that CAL TRANS would want to put us into that type of danger again by moving the Almond Sound Wall. Moving the wall would make it impossible to turn around, park or get out of CPE!! The safety of our children is of GREAT concern. Not only safety is a big issue but the value of our homes will plummet. who wants to live in the middle of construction for the next 40 years? If you know of anyone, I have a house for sale.
- 3) Additional lanes will cause more gridlock and the toll road will not alleviate those gridlocks. In fact look in the L.A.TIMES dated July 1, 2012. The reporter wrote about O.C. Toll Ways will stop taking cash. The toll is a looser in making money and is trying to squeeze more dollars out of drivers. This article was written by Mike Reicher. It is irresponsible of OCTA and CAL TRANS to add more lanes than needed. Lanes that will cause many accidents, deaths, gridlocks, road rage, anger, hypertension and depression. QUESTION: have you tried to merge onto the 405 going north from Seal Beach Blvd. and continuing in the 405 north, since the start of construction and up to NOW? Well, quadruple the odds of making a safe transition on to a freeway and hitting a gridlock. NO TOLL Roads

please. There will be excess traffic on Lampson and surrounding surface streets due to construction and gridlocks. We will not be able to utilize the freeway that goes to nowhere nor utilize the surface streets around our home.

- 4) The Alternative that I vote for is #4. Leave the ALMOND WALL as is. The wall is structurally strong and there would be no added demolition and reconstruction. NO DOLLARS spent. Replace the trees and ground cover that has been ripped up. Trees are important for replenishing fresh clean air and are sound buffers.
- 5) Suggestions would be to end the 405 freeway improvement project and use the existing 7 lanes. Use rubberized asphalt on the 405 between Valley View and the L.A. County line to minimize noise. Last but not least, with a center line movement, a 4 foot shoulder and 405 realignment, the Almond Sound Wall will not be moved into College Park East.

Thanking you in advance for reading this letter.

Sincerely,

Gilbert Carson

Carol Carson

Mr. Gilbert Carson and Mrs. Carol Carson

cc: Mr. Smita Deshpande, Branch Chief- CalTrans, Governor Jerry Brown, State Senator Tom Harman, Assemblyman Jim Silva and Congressman Dana Rohrabacher

PC-C22 Continued



FYI
Can this persona question be answered? } 7

PC-C23

From: Henrietta Carter [henriettacarter1@verizon.net]
Sent: Monday, July 16, 2012 9:31 AM
To: Parsons, 405.dedcomments
Cc: rha@rossmoor-rha.org
Subject: Fwd: RHA Responds to OCTA I405 Improvement Project

My home is already inundated with black freeway fallout and traffic noise due to my proximity to the 22/405/605 interchange. I also have minors in the house who attend schools near the freeway, and am a senior citizen; we would all be adversely affected by increases in air pollution.

I would really appreciate anything that can be done to mitigate any increase in traffic on the surface streets (Seal Beach Boulevard) and congestion on these freeways, as proposed by the Rossmoor Homeowners Association.

Begin forwarded message:

From: Rossmoor Homeowners Association <rha@rossmoor-rha.org>
Date: July 15, 2012 6:45:21 PM PDT
To: henriettacarter1@verizon.net
Subject: RHA Responds to OCTA I405 Improvement Project
Reply-To: rha@rossmoor-rha.org

IMPORTANT INFORMATION FOR ROSSMOOR RESIDENTS & BUSINESSES

The following response to the OCTA was prepared by the RHA Traffic Committee.

Rossmoor Homeowners Association Comments and Recommendations on the EIS for the Proposed 405 Freeway Expansion

If OCTA's expansion project for the 405 goes forward, the RHA is deeply troubled by the potential for traffic congestion to occur on the northbound 405 at the Los Angeles County interface, which would cause a direct and heavy impact on the air quality inside Rossmoor. There appears to be the potential for hundreds of idling cars and trucks congested on the freeway adjacent to Rossmoor in the late afternoon and early morning, two key periods of the day that could affect residents.

The expanded 405 proposed by OCTA would have two more lanes inside Orange County than would exist in Los Angeles County, with the decrease in capacity occurring within 100 feet or less of our residential neighborhoods. Moreover, the proposed route lies within 500 feet of Hopkinson Elementary School, a sensitive receptor that was not addressed in the EIR. Section 3.2.6, the air quality analysis for the project, makes no mention of Hopkinson. The EIR identifies other sensitive receptors along the route, but neglects one of west Orange County's largest and most highly regarded schools.

The configuration of Rossmoor has the 405 literally wrapping around the southern tip of

PC-C23 Continued

the community, exposing residents to one of the greatest impacts anywhere in the project. And yet, Rossmoor was only superficially analyzed in the air quality supplemental.

We believe the air quality impact analysis was inadequate in considering hotspots with elevated levels of particulates, ozone, and other pollutants that could affect the health and quality of life in Rossmoor.

The OCTA air quality analysis examines, for example, carbon monoxide levels at various points along the proposed project, but not near Rossmoor. Similarly, the air toxics analysis did not adequately assess the potential for impacts on Rossmoor, particularly if congestion occurs at the county line.

Rossmoor is a community of both young children and elderly adults, the two most sensitive age groups to air pollution. We are asking that OCTA reexamine the air quality, traffic and noise impacts of the project on Rossmoor, especially its schools, parks and homes, and undertake a thorough and complete consideration of the most effective ways to mitigate those impacts to a level of insignificance.

The RHA would like OCTA to analyze whether reducing northbound lanes sequentially a mile or two before the county line would help mitigate the potential for congestion, air quality impacts and the possibility of motorists using surface streets in Los Alamitos to navigate around the chokepoint. Rather than losing two lanes at the county interface, we would like OCTA to consider squeezing down capacity miles from the county line. If and when Los Angeles County increases the capacity of the 405 in Long Beach, then the additional lanes of traffic could be opened at the county line.

We are also asking that OCTA conduct a better outreach effort in Rossmoor to elicit input and carry out real dialogue about the project.

(Note: The deadline for comments is July 17th. If you wish to voice your concerns, you may email the OCTA at 405.dedcomments.parsons@parsons.com. By law they are required to respond to all comments submitted by the July 17th deadline.)

2
cont.

PC-C24

From: Marita Caruso [cammarita@aol.com]
Sent: Monday, July 16, 2012 10:37 PM
To: Parsons, 405.dedcomments; Marita Caruso
Subject: I-405 Improvement project

To Caltrans


The only option that has any merit is the alternative 1 which is funded. Alternatives 2 and 3 must be redesigned if either one is a viable alternative. I strongly request that only Alternative 1 be considered. It has been proven that the toll lanes do not ease congestion for the public. I personally watched the 73 toll lanes that have never had enough traffic to justify its being toll only. Toll lanes are not an option for the larger population of commuters. They continue to be underutilized and take away general purpose lanes.

Marita Caruso
4409 Birchwood Ave.
Seal Beach 90740

1

PC-C25

PC-C26



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Richard Castaneda
 Organization: _____
 Address (Optional): _____
 Phone Number: (714) 574 9664 Email address: _____

Comments: 405 Frwy roads should be expanded because there is major traffic issues EVERYday i go to work i would be convenient for many people if this improvement went through

(Space for comments continued on reverse)



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Rafael M. Castillo
 Organization: Labor Local 652
 Address (Optional): 1374 Little Rock Ln Perris, CA 92570
 Phone Number: 909 835 5427 Email address: _____

Comments: Emplao en el comercio de construccion este en lo mas haveda todas las tiempos

(Space for comments continued on reverse)











PC-C26 Translation

Comment:


Employment in the construction industry is at its lowest point ever.

PC-C27

	I-405 Improvement Project Public Hearing Comment Sheet		
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.			
Meeting Venue (please check one of the following):			
<input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College	<input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium		
<input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center	<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center		
Name (First and Last): <u>CARLOS CATALAN</u>			
Organization: <u>Laber Local 652</u>			
Address (Optional): <u>22603 Pomona avl apt. A Costa mesa, CA 92627</u>			
Phone Number: <u>949 698-2015</u>	Email address:		
Comments: <u>if they are not working they can't help</u> <u>keep the economy going.</u>			
(Space for comments continued on reverse)			
			

PC-C28

PC-C29

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): ANDRES J. CELESTINO
Organization: Labor Local 652
Address(Optional): _____
Phone Number: _____ Email address: _____

Comments: WE ARE AGREE WITH
THAT GILBERT PROJECT;
BECAUSE WE NEED THE NEW
JOBS FOR ALL THE UNION PEOPLE
AND GET OPPORTUNITIES FOR E-
VERYONE TO GET A JOB.

(Space for comments continued on reverse)

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Andres Chagollan
Organization: Urban workers
Address(Optional): _____
Phone Number: _____ Email address: _____

Comments: Alt 3 will save me and my family
Time and money I support Alt 3

(Space for comments continued on reverse)

FINAL ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

PC-C30

From: Chapel, Christine [CChapel@newportbeachca.gov]
Sent: Saturday, July 14, 2012 4:51 PM
To: Moorlach, John; Adams, Audra; Bates, Pat; Campbell, Bill; dhansen@surfcity-hb.org;
CFikes@surfcity-hb.org; Nguyen, Janet; fvrdrandall@yahoo.com; lorri@lorrighalloway.com;
pglaab@cityoflagunaniguel.org; mpulido@santa-ana.org; pherzog@lakeforestca.gov;
jamante@tustinca.org; Wendy Knowles; tvproud@fountainvalley.org;
citycouncil@cityoforange.org; mayor@garden-grove.org
Subject: no toll roads on the 405






Greetings!

Please do not put toll roads on the 405!!!! It is not fair to the people who can't afford to pay the toll. We pay enough for our cars and gasoline without having to pay extra to use the freeway. My husband commutes to work Monday through Friday on the 405. In this economy, we cannot afford to pay up to \$9 each way to use a toll road. I agree that there is a need to relieve traffic congestion. I believe we could use more lanes on the 405. The proposed solution to add 2 lanes works for me! Please include an exit for South Coast Plaza, though.

Thank you for your attention!


Christine Chapel
Costa Mesa Resident

PC-C31

I-405 Improvement Project Public Hearing Comment Sheet			
			
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.			
Meeting Venue (please check one of the following):			
<input checked="" type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College	<input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium		
<input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center	<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center		
Name (First and Last): <u>Roberto Chavez</u>			
Organization: <u>Union 652</u>			
Address (Optional): <u>652</u>			
Phone Number: <u>(714) 638-6158</u>	Email address:		
Comments: <u>better roads, open another</u> <u>lane on the I 405</u>			
(Space for comments continued on reverse)			
			

PC-C32

PC-C32 Translation

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☒ Monday, June 4, 2012 – Orange Coast Community College ☒ Thursday, June 7, 2012 – Rush Park Auditorium
☒ Wednesday, June 6, 2012 – Westminster Community Center ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): RODOLFO CHAVEZ
 Organization: LOCAL 652 LABORS
 Address (Optional): 1104 S WOOD ST SANTA ANA CA 92704
 Phone Number: (714) 944-8607 Email address: _____

Comments: MUCHO TRAFICO Y NECESITAMOS
MAS TRABAJOS PARA LOS QUE SE
TA SI TRABAJAR

(Space for comments continued on reverse)


Comment:

There is a lot of traffic and we need more jobs for the people that are unemployed.

} 1

PC-C33

PC-C34



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☒ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Chris Cheek</u>	
Organization: <u>Plumbers Local 78</u>	
Address (Optional): <u>23805 Arington Avenue Apt. #15 Torrance, CA 90501</u>	
Phone Number: <u>(310) 528 8520</u>	Email address: <u>cheekc03@gmail.com</u>

Comments: This improvement would greatly increase the quality of life for many people. By cutting out traffic time people would be able to spend more time with their families.

(Space for comments continued on reverse)

From: Karole [bryceland@verizon.net]
Sent: Wednesday, June 20, 2012 1:44 PM
To: Parsons, 405.dedcomments
Subject: College Park East Sound Wall/fwy widening

To whom it may concern:

I live in College Park East in Seal Beach and am terribly worried and concerned about the proposed moving of the sound wall. Why on earth would you infringe on a neighborhood just to widen a freeway that is going to bottleneck anyway at the county line? We accept that we live near a freeway and the subsequent noise but now you want to move it closer to us, reducing our property values further, reducing our quality of life with more air and noise pollution and basically eliminating a vital street that so many use for recreation, as well as much needed parking?

It isn't right or fair and I think you know this.

I love my home and neighborhood. It absolutely depresses me to think that it is in jeopardy with years of construction ahead and, the greatest insult to injury of all, moving a sound wall and freeway closer to my home.

Please don't do this...please don't move the sound wall. Please use a different alternative and leave our neighborhood alone. I beg of you.

Respectfully,
 Karole Chesser
 4764 Candleberry Ave
 Seal Beach 90740

Peace to you

PC-C35

From: steve@thechessergroup.com
Sent: Tuesday, June 26, 2012 3:43 PM
To: Parsons, 405.dedcomments
Subject: Comments: I-405 Improvement Project Draft EIR

To Whom it may Concern,

Thank you for the opportunity to comment regarding the Draft Environmental Impact Report (EIR) for the I-405 Improvement Project. I live in the community of College Park East, where we and our neighbors will suffer disproportionate impact if the sound wall adjacent to Almond Avenue is removed and then rebuilt with a 10 feet encroachment into our neighborhood. } 1

Page 8 of the OCTA Powerpoint presentation states that the project is "Respectful of Adjacent Properties" and features "Sound Walls to Reduce Noise Levels". In fact, removal of our sound wall is anticipated on page 2-16 of the Draft EIR, when it states *new or reconstructed soundwalls and retaining walls would be constructed. Replacement walls would be constructed in areas where sections of existing walls must be modified to accommodate the proposed project.* Removal of our soundwall for any length of time will bring severely diminished quality of life for the residents of College Park East, caused by vastly increased traffic and construction noise (which already is bothersome with the sound wall in place), reduced air quality, and diminished safety to the neighborhood. This action, which potentially could take as long as 54 months, is not Respectful of Adjacent Properties. } 2

On page 3.1.4-29, it states *Community disruption during project construction as a result of construction activities would be temporary and mitigated by implementing a traffic staging plan.* However, traffic staging plans would not mitigate the negative impacts brought about by the removal of our sound wall for as long as 54 months. } 3

I urge that, whichever alternative is chosen, a design exemption is granted which allows the extant sound wall to remain in place. It simply is not fair that our neighborhood should bear such a disproportionate impact from this public works project. Thank you for considering my views. } 4

Sincerely,

Steven B. Chesser
 Managing Partner
 The Chesser Group
 4764 Candleberry Avenue
 Seal Beach, CA 90740
 562/889-3544 cell
steve@thechessergroup.com
www.thechessergroup.com

PC-C36

From: Donna Chinn [donna.chinn@gmail.com]
Sent: Tuesday, July 17, 2012 2:36 PM
To: Parsons, 405.dedcomments
Cc: gary miller; scrumby@sealbeachca.gov
Subject: 405 DEIR-EIS comment period

Dear Ms. Smita Deshpande,

As a resident of College Park East in Seal Beach, I stand to be directly affected by the proposed project to widen the 405 freeway. Although the project is being presented as an "improvement project" for traffic flow in Orange County, please recognize that the "side effects" to nearby residential areas would be negative. CalTrans cannot continue to focus solely on increased traffic volume and flow, but must give more consideration to quality of life issues for the surrounding residents. } 1

My major concerns are:

(1) environmental impact on College Park East. Additional traffic volume would raise noise levels, exhaust fumes & particulate matter, which would further diminish the air quality directly in my neighborhood. At the June 7th public hearing in Rossmore, we citizens were told that the increased noise and emissions would be negligible. If indeed this would be true, ANY increase in noise or air pollution would be detrimental. All residents of the greater Los Angeles basin already suffer diminished air quality. In addition, if the sound/particulate levels are measured at a height of 5 feet as described, these readings would not accurately apply to a second story house, which I have. } 2

(2) lack of coordination with LA county, absence of formal plan & timeline for extending 405 in LA county would lead to more traffic congestion for northbound traffic at the convergence of the 405, 605 & 22 freeways near my home. } 3

(3) widening the 405 would require removing and reconstructing the sound wall at the south end of College Park East. If and how this would happen has not yet been clearly explained. Again, I am concerned about safety, security, noise, and air quality during a potential rebuilding phase. PLEASE KEEP THE SOUND WALL INTACT. If it must be moved, build new wall BEFORE removing the original wall. } 4

(4) insufficient funding at present and high likelihood of future cost increases. } 5

(5) likely loss of accessed \$ value of my home due to environmental impacts and heavier traffic nearby. } 6

(6) project fatigue - Following the west county connectors project, I am tired of all the construction and detours near my home! } 7

Although my preference is for No Build, I realize that this project is highly likely to proceed. I urge you to choose the alternative with the LOWEST impact, meaning #1. I am COMPLETELY opposed to the toll lanes described in alternative #3, for reasons outlined above and because the transponders required for potential 405 tolls could not be used in other nearby areas, e.g. 91, 73 or 110 freeways. } 8

Sincerely,
 Donna Chinn
 3920 Wisteria St.
 Seal Beach CA 90740

donna.chinn@gmail.com

PC-C37

PC-C37 Continued

To: Smita Rishpande,
Caltrans District 12,
2201 Dupont Blvd. Suite 200
Union, Ca. 92612

Me. Josie Christiansen
5842 Sowell Ave.
Westminster, CA 92683-4924

July 7, 2012

My pleas is Please, Please
do not move "Soundwall closer
to our homes. you are killing us,
our neighborhoods, remember an
of the American dream? - a place
to be our own - ~~it was our home.~~

You are supposed to care for citizens,
not send them away. Who would
want to buy our homes with
"soundwall" in their backyard?
As it is we have put up with a
mall, a gigantic advertising light
sign, a mess that exists because
Caltrans does not keep the area
between the "existing sound wall
& our homes clean & free of messes.

This is a crime moving sound
wall so close to our homes.
Don't you see that? Do you
want a freeway sound wall this
close to your home?

This move is rude, unjust and
heartless.

Our neighborhoods have dealt

with a lot of stuff such as
big mall, a big gigantic advertising
sign whose light keeps our backyards
lit up at night.

We are human beings after all!
Many of our neighbors have died
of cancer. (no study has been done)
but after breathing fumes of fuel,
& before when we had the green
green fields of beans, a fish farm
that was destroyed with the freeway.
We are becoming part of the
cement we had small planes
spraying poison to kill bugs in green
fields. - Our neighbors have
suffered much and now you
want to make us worse.
This is too much pain on
you. Enough salt has already
been added to our injuries.
What will happen with widening of I-405?
I'll tell you - more & more cars will
fill it up again.
The freeway would be enough
stay within the freeway
expanding footprint.

Hear the pleas of the people
do not move soundwall closer to
our home. - Thank you, Josie Christiansen

3
cont.

PC-C38

From: Shirley Chung [shirleyhc_2000@yahoo.com]
Sent: Tuesday, July 17, 2012 12:15 PM
To: Parsons, 405.dedcomments

To Whom It May Concern:

I am writing in response to a concern regarding increased pollution in the Rossmoor community due to freeway expansion. As a resident, parent, and physician, I feel that more research is needed before plowing through with proposed plans with complete disregard for people who make Rossmoor their home and place for education. According to information provided by our homeowners association, the Orange County 405 freeway lane expansion with reduced lanes in Los Angeles County wraps right around the houses and schools of Rossmoor. I travel freeways everyday and whenever a reduction of lanes occurs, huge traffic jams ensue as drivers try to merge. Traffic jams bring car exhaust, truck exhaust, air and noise pollution, and heat. In addition, as we have seen with recent freeway construction in our area, motorists cut through Los Alamitos, speeding through the surface streets in order to bypass gridlock--adding more pollution, traffic, and increased accidents within our community. Because the lane reduction would occur within 100 feet of homes and within 500 feet of an elementary school, I feel that the proposed plan needs to be further researched and perhaps revised in order to prevent potential health problems for adults, seniors, and children in our area.

It has come to my attention that the OCTA air quality analysis did not adequately evaluate the impact in Rossmoor. I would like to see more research with regard to the environmental and health impact of the freeway proposal. Also, an alternative to lane reduction at the county line would be to sequentially reduce northbound lanes several miles before the county line to minimize traffic around Rossmoor, and thus, minimize air and noise pollution.

Thank you for your consideration in this matter and I look forward to your response.

Sincerely,

Shirley Chung

PC-C39

RECEIVED
CEO OFFICE

July 1, 2012

JUL 16 2012

OCTA Board Member
550 S.Main St
PO BOX 14184 Orange CA 92863

TEL: (714) 560 6282

Subject: I-405 widening impacting the College Park East Community in the City Seal Beach (Between the SR -73 and I-605)

Dear Board Member:

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. My community believes this alternative is the best choice because:

1. Alternative 1 does not encroach 10 feet into Almond St. which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a very narrow and probably a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two ways configuration is needed in order to serve as an escape route due to floods and/or Tsunamis and to have bikeways


2. Alternatives 2 and 3 will encroach 10 feet into Almond St and will also impact to existing parks at Astor Street and at Orleander Street. Like many parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk these parks every day and walk along Almond St. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes **respiratory problems, lung disease and/or lung cancer**. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics.

3. Funding is only available for Alternative 1. Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.

4-Both alternatives 2 and 3 are proposing 10 lanes in each direction in Orange County. These lanes configuration that is being proposed by OCTA makes no sense. This creates a classic bottleneck scenario considering the fact that the I-405 in Los Angeles County contains only 6 lanes

5-The MTA Los Angeles and Caltrans do not have the capital funds to widen the I-405 freeway in Los Angeles County and will not have it until at least 50 years.

Sincerely,



PC-C40

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Kimberly Claytor
(Name)
2104-E Miner St., Costa Mesa 92627
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I-405 project.

PC-C41

From: juniorcomp@aol.com
Sent: Friday, July 20, 2012 11:50 AM
To: Parsons, 405.dedcomments; JAmante@tustinc.org; PatBates@ocgov.com; Bill.Campbell@ocgov.com; citycouncil@cityoforange.org; FVProud@FountainValley.org; mayor@garden-grove.org; CityManager@anaheim.net; council@cityoflagunahill.org; dhansen@surfcity-hb.org; wknowles@octa.net; district2@ocgov.com; audra.adams@ocgov.com; Janet.Nguyen@ocgov.com; mpulido@santa-ana.org; ewade@octa.net; lweinert@octa.net
Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS






I am concerned about the impacts the State Route 405 improvement project will have on my life and my community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

I use the car pool lane often but seldom use toll roads because of the additional cost. Also, from what I understand, the toll road will not be open to me, or my community, coming from Harbor where I normal enter the freeway, or from the Fairview entrance, either.

I do not believe that Alternative 3 is in the best interest of our whole community.

Sincerely,
Laura Collier
Costa Mesa Resident

PC-C42

	
<h2 style="text-align: center;">I-405 Improvement Project</h2> <h3 style="text-align: center;">Public Hearing</h3> <h4 style="text-align: center;">Comment Sheet</h4>	
<p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p>	
<p>Meeting Venue (please check one of the following):</p> <p> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center </p>	
<p>Name (First and Last): <u>Elizabeth L Conley</u></p>	
<p>Organization: <u>Laber Local 652</u></p>	
<p>Address (Optional): <u>2124 W 11 St Santa Ana Cal. 92703</u></p>	
<p>Phone Number: <u>714 7541943</u></p>	<p>Email address: <u>ElizabethL@netmail.com</u></p>
<p>Comments:</p> <p><u>It will also help our infrastructure of</u></p> <p><u>the bridges and streets</u></p>	
<p>(Space for comments continued on reverse)</p>	
<div style="display: flex; justify-content: space-around; align-items: center;">     </div>	

PC-C43

July 2, 2012

Ms. Smita Deshpande

CalTrans District 12

2201 Dupont Dr Suite 200

Irvine, CA 92612

RE: 405 DEIR/DEIS

Ms. Deshpande:

My wife and I are residents of Seal Beach CA in the College Park East neighborhood. We are requesting that Alternative #1 will be chosen. Our neighborhood will be significantly damaged if the sound wall is moved further into the neighborhood. This is the area between Valley View and Seal Beach Blvd.

Alternative #1 still allows for an additional lane in both directions through the Seal Beach area without hurting our neighborhood.

I just attended a meeting with representatives from OCTA in attendance to discuss the alternatives. The meeting was a standing room only event. The group was unanimous in the desire not to move the sound wall further.

Please choose alternative #1 !!!!!!!

Sincerely



Daniel J. Conley

3660 Marigold St

Seal Beach, CA 90740

PC-C44

From: Kenneth Coolidge [kcoolidge@ocbusinessbank.com]
Sent: Tuesday, July 17, 2012 6:46 PM
To: Parsons, 405.dedcomments
Cc: kencoolidge@gmail.com

Dear 405 Improvement,

We purchased our home in August 2000. We have significantly improved our home.

We are supportive of the project that was approved in Measure M2 Project K: 1 General Purpose Lane in each Direction from Euclid to I 605. But only if the College Park East Wall is not touched. This Wall must not be torn down and later rebuilt.

We call it the King Kong Wall for a reason. It is College Park East's protection. And all the residents along Almond would be severely disadvantaged if the Wall was moved even one millimeter.

Measure M2 Project K never complemented moving the King Kong Wall. As a matter of fact, it never even included Proposed Alternatives 2 & 3.

The tear down of the Wall from Primrose to Aster will be a disaster for all the residents along Almond and the surrounding area. Any tear down and the time before the work is completed and the wall rebuild will be in excess of a year. And as we all know, these projects are never completed on time. The disruption, noise, dust, safety concerns and the overall degradation of College Park East is just not something that the community should have to suffer through. This does not even begin to address the concerns regarding the impact on property values along Almond and College Park East overall.

DO NOT TOUCH THE WALL.

Kenneth & Martha Coolidge
4417 Birchwood Ave.
Seal Beach, CA 90740

PC-C45

From: mary coromelas [coromelas@yahoo.com]
Sent: Thursday, July 12, 2012 8:52 AM
To: Parsons, 405.dedcomments
Subject: Seal Beach & 405 Fwy

To Whom It May Concern,

I writing to you hoping that as a leader of our community you may take the time to act on our behalf, and all residents of Seal Beach and Los Alamitos, California. My parents bought their home in Seal Beach along the 405 freeway in 1975 and have seen many changes in the landscape since. Most noticeable was a 18' sound wall built between their home on Almond Street and the freeway only a couple of years after their move. The wall created not only relief from the sound, but also a beautiful street along the freeway that allows for parking access for people and pets to walk or jog and security from the freeway itself, since my parents home was burglarized on three separate occasions. Today we find ourselves facing the destruction of our wall, the reduction of Almond street by 10 feet and a tollroad/bottleneck proposal by OCTA that is quite frankly disastrous to us.

When we voted for Measure M in 2006 never once was the word toll roads part of this measure. Freeway was mentioned over 150 times to entice us to vote in favor of Measure M. But today we see OCTA advocating Alternative #3 to the 405 freeway, a tollway that never should have been considered at a 10 million planning cost according to OCTA. We the people are losing trust in our political leaders because of deeds as this. And actions by the OCTA to push to uproot a community in Alternative #3 is just a small dagger of untruthfulness in us, but still a dagger. My mother today is widowed and lives on Social Security. She takes great pride in her home and is constantly working in her garden. She struggles to pay her property taxes and just manages to get by. DO NOT let Alternatives #2 or #3 become reality only Alternative #1 is acceptable. Today with the threat to her home she struggles to sleep and can't vision a day when her home will be devalued and dangerous to live in. Until a new wall is built, dangerous to garden in because of a small street with the cars traveling directly beside her home, no parking for the residents in her small circle of a street and the disillusionment of our politicians.

I'm sure many people have written you and other leaders with their views and are probably more creative and insightful on what should be done. I realize my letter you you is based more on emotion, but that is the reason for my letter, because quite frankly it's become emotional.

Please advocate the OCTA to adopt Alternative #1 for the 405 freeway.

Thank you,
Peter Coromelas

PC-C47


 $\}^1$

Sincerely,
Stephen V. Cortesy
Costa Mesa, CA

1

PC-C48

PC-C49



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☒ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Edwards (Covarrubias)</u>	
Organization:	
Address (Optional):	
Phone Number: <u>(949) 571-5314</u>	Email address:

Comments: I think it would be a great thing to improve the freeway, because that way, now cars people won't have to deal with all the traffic. Please make the Fair Blogger. It will make things better!!!

(Space for comments continued on reverse)



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):





☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>WILLIAM LEE COWDER, M.D.</u>	
Organization:	
Address (Optional): <u>3571 DLEANDER ST SEAL BEACH CA 90740</u>	
Phone Number: <u>626-548-5481</u>	Email address:

Comments: DO NOT MOVE THE SOUND WALL!

OPTION I ADDING ONE M.P. LANE ONLY IS THE ONLY ACCEPTABLE PLAN

(Space for comments continued on reverse)

PC-C50

PC-C51

June 18, 2012

To Whom This May Concern,

I'm writing in opposition to the proposed move of the 405 wall in Seal Beach. We are current residents on Primrose Circle and are located closest to the wall. The noise now is constant and will be much worse if the wall is moved. The noise however is not our biggest concern.

Our main concern is for our 3 small children all under the age of 6. The exhaust and emissions will become unbearable and the long term effects on them will be harmful. If you were to come and clean our backyard with a hose you would see that 24 hours later everything from furniture to kids play toys become covered in soot. This has to do with the air quality around our home. I'm all for trying to ease traffic in Southern California but not at the expense of my children's health and well being. The smaller broken down parts of this soot are extremely bad for our children because they can then penetrate the lungs, and even enter the bloodstream. This can have harmful effects on the lungs and heart. The particles can cause or aggravate asthma and breathing difficulties. We already have a 5 year old that has asthma issues.

We do intend to fight this wall as far as necessary whether in local meetings or in a court room.

Best Regards,


 Brian Cronin

3531 Primrose Circle

Seal Beach, CA 90740


310 936 6392

From: Richard Crowe [rcrowe@burkleusa.com]
 Sent: Thursday, June 21, 2012 11:15 AM
 To: Parsons, 405.dedcomments
 Subject: 405 Freeway Project in Seal Beach

I am opposed to the widening project of the 405 freeway. The project includes removing the sound wall north of the 405 freeway to gain as much as 10 feet of additional space which will have tremendous adverse effects on the living conditions in College Park East. Almond avenue will be narrowed which doesn't make sense to me. Also our home values will decline considerably before and after the construction due to noise, grime from the additional traffic etc. Since we are half way through the Connector construction between Valley View and the 605 freeway this additional 4 year project places another construction burden on already weary residents. It makes more sense to me to stop the widening effort at the 405/22 Interchange as the narrowing of the freeway is already planned at the LA/Orange County Line.

Respectfully
 Richard Crowe
 4509 Ironwood Avenue
 Seal Beach Ca. 90740

PC-C52



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☒ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>Jose Cruz-Soltero</u>	
Organization: <u>Plumber Local 582</u>	
Address(Optional): _____	
Phone Number: <u>714-336-0391</u>	Email address: <u>Jcruz581@gmail.com</u>

Comments: Keep improving

(Space for comments continued on reverse)

PC-C53



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Jason Cuevas</u>	
Organization: <u>Laurens 652</u>	
Address(Optional): <u>Orange</u>	
Phone Number: <u>(714) 552-6206</u>	Email address: <u>J1animator@gmail.com</u>

Comments: Widening the I-405 would be a good move seeing as how infamous that freeway is for traffic congestion. It would cut driving time for those commuting further distances for work.

(Space for comments continued on reverse)

RESPONSE TO PUBLIC COMMENTS (PC)-C

Response to Comment Letter PC-C1

Comment PC-C1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-C1-2

As discussed in Section 3.2.6 of the Draft EIR/EIS, the build alternatives would not have any substantial effects on air quality within the project area. MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Responses – Air Quality and Health Risks.

Comment PC-C1-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-C2

Comment PC-C2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C3

Comment PC-C3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C4

Comment PC-C4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C5

Comment PC-C5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C6

Comment PC-C6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Selection.

Alternatives with both LRT and BRT are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. LRT was considered in four such alternatives, and BRT was considered in two such alternatives. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. BRT and LRT in the project corridor would not be feasible or reasonable without extensions and connections north and south of the project limits. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-C7**Comment PC-C7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Selection and Opposition to Tolling.

Response to Comment Letter PC-C8**Comment PC-C8-1**

Please see Response to Comment PC-C7-1.

Response to Comment Letter PC-C9**Comment PC-C9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Insufficient Environmental Document/Mitigation Measures.

Comment PC-C9-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-C9-3

Please see Response to Comment PC-C9-2.

Comment PC-C9-4

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-C9-5

The relocation option (Option 1) that retains the gas/petroleum lines on the south side of I-405 within Navy jurisdiction is the preferred option and will be pursued. Please see Common Response – Relocation of Gas Lines.

Comment PC-C9-6

Please see Common Response – Relocation of Gas Lines.

Comment PC-C9-7

Please see Response to Comment PC-C9-2 and Common Response – Relocation of Gas Lines.

Comment PC-C9-8

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

As discussed in Section 3.2.6 of the Draft EIR/EIS, the build alternatives would not have any substantial effects on air quality within the project area. MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Responses – Air Quality and Health Risks.

As discussed in Section 3.2.7 of the Draft EIR/EIS, the build alternatives would not have any substantial effects from noise within the project area. Please see Common Response – Noise/Noise Analysis.

Comment PC-C9-9

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the build alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

Comment PC-C9-10

Generally, the additional capacity on I-405 will accommodate more traffic and therefore encourage motorists avoiding congestion on I-405 and diverting to local streets under the no-build condition to utilize I-405. With respect to a potential bottleneck at the Los Angeles county

line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-C9-11

With respect to the purpose of the toll component of the Express Lanes, the Draft EIR/EIS demonstrates that the purpose is to provide funding for implementation of the Express Lanes (see Draft EIR/EIS, Table 1-10) and to increase vehicle throughput and speeds in the corridor and reduce delay (see Draft EIR/EIS Tables 3.1.6-6, 3.1.6-7, and 3.1.6-8). The toll component provides motorists an option for a reliable trip time in exchange for payment of a toll.

Comment PC-C9-12

The speed and throughput values shown in the Draft EIR/EIS in Tables 3.1.6-6 and 3.1.6-14 are accurate. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. The higher throughput of the Express Lanes will actually reduce traffic and congestion in the GP lanes compared to a condition under which the Express Lanes are not managed but allowed to congest and have lower throughput.

The financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free. For additional information, please see Common Response – Opposition to Tolling.

Comment PC-C9-13

Please see Common Response – Impacts to Businesses.

Comment PC-C9-14

The configuration of the merge from Valley View Street to the Los Angeles county line is done in a way that optimizes the most benefit to the project, including access to the northbound I-405/westbound SR-22 and northbound I-405/northbound I-605 connectors.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Alternative 3 provides for a Caltrans standard 10-ft-wide inside shoulder on the south side adjacent to NAVWPNSTA Seal Beach.

Rubberized asphalt is not proposed under this project. FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise-reduction characteristics of rubberized asphalt.

Comment PC-C9-15

Please see Response to Comments PC-C9-1 through PC-C9-15. The proposed project is subject to federal, as well as State, environmental review requirements. Caltrans, as assigned by FHWA, has prepared this joint Draft EIR/EIS in compliance with CEQA and NEPA. Please see Common Response – Insufficient Environmental Document/Mitigation Measures.

Response to Comment Letter PC-C10

Comment PC-C10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C11

Comment PC-C11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20.

Comment PC-C11-2

Any permanent and/or temporary acquisition of property would be completed in accordance with the Federal Uniform Relocation Assistance and Real Property Act. As discussed in Appendix D, the Fifth Amendment to the U.S Constitution states, “No Person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act

is the Government-side single rule for all agencies to follow, set forth in 49 CFR, Part 24. “Displaced individuals families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments...”

Response to Comment Letter PC-C12

Comment PC-C12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Selection.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-C12-2

Please see Response to Comment PC-C12-1.

The highest traffic noise level from a freeway occurs when traffic is at full capacity but flowing at the posted speed. Noise levels are reduced substantially when traffic is at stop-and-go conditions. Future traffic noise levels are predicted for the free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-C12-3

Please see Response to Comment PC-C12-1.

Response to Comment Letter PC-C13

Comment PC-C13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-C13-2

Please see Response to Comment PC-C12-1.

Comment PC-C13-3

Please see Response to Comment PC-C12-2.

Response to Comment Letter PC-C14

Comment PC-C14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-C15

Comentario PC-C15-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter PC-C15

Comment PC-C15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C16

Comment PC-C16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C17

Comment PC-C17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Selection.

There has been no link identified that introduction of a toll Express Lane Facility leads to a reduction in business and/or reduction in sales. Please see Common Response – Business Impacts.

Comment PC-C17-2

Please see Response to Comment PC-C17-1.

Comment PC-C17-3

All reasonable and feasible noise abatement will be constructed, as described in the Final EIR/EIS and final Noise Abatement Decision Report. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified.

Response to Comment Letter PC-C18

Comment PC-C18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Selection.

Response to Comment Letter PC-C19

Comment PC-C19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please note that lighting along the freeway is not a State requirement, with the exception for the ramp merge and diverge locations. The median lighting currently between the I-405/SR-22 to just north of the Seal Beach Boulevard interchange is a special safety feature. The design features implemented into the design of this project account for the standard design speed for freeways as mandated by Caltrans. Any deviations from the standard speed limits will be signed specially, such as during construction.

Response to Comment Letter PC-C20

Comment PC-C20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C21

Comment PC-C21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Soundwalls built by this project will adhere to the most current soundwall construction standards. This includes soundwalls that are replaced in-kind; however, if results of the traffic noise impact analysis indicated that there is no need to replace the existing soundwall, then this project will not upgrade those existing soundwalls. In Westminster between McFadden and Bolsa avenues, Soundwall S141 has been proposed as an in-kind soundwall replacement to the

existing soundwall along the southbound freeway lanes parallel to Vermont Street. Additional soundwalls have also been proposed adjacent to College Park, which is also along Vermont Street.

Please also see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-C22

Comment PC-C22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-C22-2

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Draft EIR/EIS Sections 3.2.6, project-related air emissions associated with the build alternatives would be less than the future No Build Alternative. Traffic noise levels for most of the project areas will increase 1 to 3 dB due to the proposed project. Please see Common Responses – Noise/Noise Analysis, Air Quality, and Health Risks.

Comment PC-C22-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-C22-4

The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

The financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free. For additional information, see Common Response – Opposition to Tolling.

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the build alternatives, one lane change plus a lane merge downstream of the SR-22

westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

The additional capacity and improved performance on the freeway under any of the build alternatives compared to the no-build condition will generally encourage motorists to remain on the freeway rather than divert off of it to avoid congestion.

Comment PC-C22-5

Please see Response to Comment PC-22-3 and Common Response – Preferred Alternative Selection.

Comment PC-C22-6

Alternative 3 improvements extend north of Valley View Street to transition the additional lanes south of I-405/SR-22 appropriately to the Orange/Los Angeles county lines. Rubberized asphalt is not proposed under this project. FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise-reduction characteristics of rubberized asphalt.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-C22-7

We acknowledge the comment regarding the SR-73 toll road. Please see Response to Comment PC-C22-4.

Response to Comment Letter PC-C23

Comment PC-C23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

As described in Section 3.2.6, corridor emissions, including MSATs associated with the build alternatives, would be less than the future No Build Alternative. Please see Common Response – Air Quality and Health Risks.

As described in Section 3.1.6, all of the build alternatives increase capacity and reduce congestion on the mainline. The increased capacity will draw trips from the local arterials back to the freeway due to project-related congestion relief and decreased travel times.

Comment PC-C23-2

Please see Responses to Comments CG4-1 through CG4-6.

Response to Comment Letter PC-C24**Comment PC-C24-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Selection.

Response to Comment Letter PC-C25**Comment PC-C25-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-C26**Comentario PC-C26-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-C26**Comment PC-C26-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C27

Comment PC-C27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C28

Comment PC-C28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C29

Comment PC-C29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Selection.

Response to Comment Letter PC-C30

Comment PC-C30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Selection and Opposition to Tolling.

Response to Comment Letter PC-C31**Comment PC-C31-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-C32**Comentario PC-C32-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-C32**Comment PC-C32-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C33**Comment PC-C33-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C34**Comment PC-C34-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-C35

Comment PC-C35-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-C35-2

All reasonable and feasible noise abatement will be constructed, as described in the Final EIR/EIS and final Noise Abatement Decision Report. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please also see Response to Comment PC-C35-1.

Comment PC-C35-3

As described in Measure T-1, a Final TMP will be prepared prior to project construction that identifies methods to avoid and minimize construction-related traffic and circulation effects as a result of the proposed project. Please see Response to Comment PC-C35-1.

Comment PC-C35-4

Please see Response to Comment PC-C35-1.

Response to Comment Letter PC-C36

Comment PC-C36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The May 2012 Draft EIR/EIS, including specialized technical studies (see Appendix F for a complete list), represents a comprehensive analysis of the potential temporary and permanent environmental effects of the proposed build alternatives on the environment. Sections 3.1.4, 3.2.6, and 3.2.7, as well as the Community Impact Assessment, Air Quality Technical Study, and Noise Study Report, are a comprehensive evaluation of the many quality of life issues you mention in your comment. Additionally, Caltrans and OCTA have modified the build alternatives to further address some of the quality of life issues voiced by the corridor cities, as described in Chapter 2 of the Final EIR/EIS.

Comment PC-C36-2

As described in Section 3.2.7, traffic noise is a function of traffic type, volume, and speed. Generally, noise increases with increased speed and with higher volumes of traffic; however, at much higher volumes, travel speed decreases (i.e., stop-and-go conditions), so the worst-case noise levels are experienced when there is an optimum balance between the volume and speed (LOS C or D). For purposes of determining noise impacts, the worst-case traffic noise occurs when traffic is operating at LOS C conditions, when traffic is heavy but remains free flowing. As shown in Appendix N, noise within the general vicinity of your property located at 3920 Wisteria Street, Seal Beach, CA (R5.1 through 5.18), would generally decrease, stay the same, or increase by 2 dBA. Your property is approximately 1,600 ft and 30 houses north of the representative receptors. It is likely any project-related noise increase at your property would be 1-dBA or less, which is generally imperceptible to the human ear. All noise measurements were taken in accordance with the Caltrans Noise Protocol. Please see also Common Response – Noise/Noise Analysis.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Air Quality and Health Risks.

There would likely be negligible increase in noise and emissions associated with the proposed project; however, compared to the exiting future condition (described throughout the Draft EIR/EIS as the future no build), the proposed project would result in decreased emissions and noise.

Comment PC-C36-3

Please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-C36-4

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-C36-5

It is common for transportation projects to have a funding shortfall in the planning phase. The project is considered a Major Project by FHWA, and a Draft FP must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft FP must identify full funding for the project.

Comment PC-C36-6

Please see Common Response – Property Values.

Comment PC-C36-7

There are no detours anticipated for Wisteria Street or within any other residential area in College Park East. Detours would be located on larger primary arterials that can better handle larger traffic volumes. College Park East is adjacent to Lampson Avenue, which is a primary arterial that parallels I-405/SR 22 and could be utilized as a construction detour for the proposed project and other future projects within the I-405 and SR-22 project area.

Comment PC-C36-8

Please see Common Response – Preferred Alternative Selection.

Response to Comment Letter PC-C37

Comment PC-C37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Freeway widening for the build alternatives would require additional space; therefore, the existing soundwalls need to be moved outward to make room for the new lane(s). Approximately

1/2 to 2/3 of the sloped area between the ROW line (i.e., property line) and existing soundwall is required for the proposed project. Due to space limitations, the final design would be a combination of slope and retaining wall with the same 10-ft-high soundwall at the shoulder of the new lane. Future traffic noise levels in this area would be the same or approximately 1-dB higher with the proposed project in comparison to without the proposed project.

Comment PC-C37-2

Please see Response to Comment PC-C37-1.

Comment PC-C37-3

Please see Response to Comment PC-C37-1.

Response to Comment Letter PC-C38**Comment PC-C38-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality effects were analyzed in detail in the project Air Quality Technical Study. As described in Section 3.2.6, project-related emissions associated with the Preferred Alternative would be less than the future No Build Alternative.

As described in Section 3.1.6, all of the build alternatives increase capacity and reduce congestion on the mainline. The increased capacity will draw trips (i.e., cut-through traffic) from the local arterials back to the freeway due to project-related congestion relief and decreased travel times.

Section 3.2.6 of the EIR/EIS also addresses exposure to MSATs, including diesel exhaust. Other MSATs addressed in the analysis included acrolein, benzene, 1,3-butadiene, formaldehyde, naphthalene, and polycyclic organic matter. The detailed analysis estimated MSAT exposure based on vehicle speeds and EMFAC2011 emission factors. The build alternatives emissions will likely be lower than present levels in the design year as a result of EPA's and California's control programs, which are projected to further reduce MSAT emissions. As such, the community of Rossmoor would be exposed to less MSAT emissions under the proposed project. Please see Common Responses –Air Quality and Health Risks.

Comment PC-C38-2

The air quality analysis was conducted consistent with Caltrans protocols and guidance and addresses both construction and operational impacts. As discussed in Section 3.2.6 of the Draft EIR/EIS, the build alternatives would not have any substantial effects on air quality within the project area. See Common Responses – Air Quality and Health Risks.

Response to Comment Letter PC-C39

Comment PC-C39-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Selection.

Comment PC-C39-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-C39-3

Please see Response to Comment PC-C39-2.

Comment PC-C39-4

It is common for transportation projects to have a funding shortfall in the planning phase. The project is considered a Major Project by FHWA, and a Draft FP must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft FP must identify full funding for the project.

Bonding against future Renewed Measure M sales tax receipts is planned for all of the build alternatives. The additional increment of cost of Alternative 3 compared to Alternative 1 would be bonded against anticipated toll revenue and not require any additional taxes.

Comment PC-C39-5

The number of lanes resulting from each build alternative varies along the corridor. In the College Park East neighborhood, Alternatives 1 and 3 would provide 9 lanes in each direction. Alternative 2 would provide 10 lanes in each direction. Figures 2-1 and 2-2 on pages 2-6 and 2-7 of the Draft EIR/EIS provide a graphic illustration of the number of lanes in each of the build alternatives along the corridor. With respect to a potential bottleneck at the Los Angeles county

line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-C39-6

With respect to the potential for widening of I-405 in Los Angeles County, the 2012 RTP includes Express Lanes on I-405 north of Orange County, which would presumably entail widening I-405 north of the Orange county line by at least one lane in each direction. The Express Lanes on I-405 north of the Orange county line is in the portion of the RTP that is unfunded. The Gateway Cities COG recently released a plan entitled *SR-91/I-605/I-405 Congestion Hot Spots*, which proposes alternatives that would add one or two lanes in each direction to I-405 north of the Orange county line. The project is not funded, and the next step in the project development process would be preparation of a Project Study Report, which would identify the funding necessary for the project. The timing of the Project Study Report and the funding of a project is not certain. Metro is currently studying provision of Express Lanes on I-405 from I-605 to LAX.

Response to Comment Letter PC-C40**Comment PC-C40-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20.

Response to Comment Letter PC-C41**Comment PC-C41-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Selection and Opposition to Tolling.

Response to Comment Letter PC-C42**Comment PC-C42-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C43

Comment PC-C43-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Selection.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-C44

Comment PC-C44-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Selection.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-C45

Comment PC-C45-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Selection.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-C45-2

Please see Response to Comment PC-C45-1 and Common Response – Measure M Funding.

Response to Comment Letter PC-C46**Comment PC-C46-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C47**Comment PC-C47-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Your clients coming from the Los Angeles area on southbound I-405 could utilize the toll Express Lane Facility for most of their trip. If they exited the toll Express Lanes between Magnolia Street/Warner Avenue and Brookhurst Street/Talbert Avenue ingress/egress points, they would have to drive approximately 2 miles in the GP lanes to the Harbor Boulevard exit. Although your clients would not be able to exit directly from the tolled Express Lane Facility, it would offer them trip reliability and travel time savings if they choose to use the proposed toll Express Lanes.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes. See also Responses to City of Costa Mesa Comments GL1-1 through GL-26.

Response to Comment Letter PC-C48

Comment PC-C48-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C49

Comment PC-C49-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Selection.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-C50

Comment PC-C50-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-C50-2

As discussed in Section 3.2.6 of the Draft EIR/EIS, the build alternatives would not have any substantial effects on air quality within the project area. MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are

projected to further reduce MSAT emissions. Please see Common Responses – Air Quality and Health Risks.

Response to Comment Letter PC-C51

Comment PC-C51-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Property Values.

Response to Comment Letter PC-C52

Comment PC-C52-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-C53

Comment PC-C53-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.